

Flathead Road and Bridge Advisory Committee
Advisory Committee Meeting
February 11, 2010 - **7:00 pm**
Solid Waste District Board Room-County Landfill

1. Roll Call

Committee Members Present: Charles Lapp-Chairman, Karl Schrade, Tom Sands, Mike Schlegel-Vice Chairman, Dave Hilde

Committee Members Absent: None

Staff Present: Public Works Director Dave Prunty, Operations Manager Guy Foy, Administrative Assistant Mike Pence, Recording Secretaries Patti Vernarsky and Karen Rogers, Ryan Mitchell of Peccia & Associates

Public Present: None

2. Introductory Remarks: None

3. Approval of the Board Meeting Minutes - **Action Required**

Karl Schrade questioned the gravel rehabilitation project on the fourth page and that there will not be any reconstruction. Dave Prunty replied the rehabilitation will mainly be drainage and surface work. He stated if there are soft spots then those spots will be dug out and fixed. Karl stated that is a rebuild then. Dave Hilde replied no a rebuild would be from the base up for the entire road, not just surface work and drainage.

Karl asked about the 26 miles of road listed for reconstruction. Dave Prunty stated this is the report from Ryan and these are the roads that need to be reconstructed to increase the rating of these roads.

Karl Schrade moves to approve the minutes from January 14, 2010 meeting, Dave Hilde seconds the motion. All in favor; motion passed, minutes approved.

4. Action Agenda - **Elect Chairman and Vice Chairman**

Charles Lapp nominated Mike Schlegel for chairman, Dave Hilde seconds the motion. All in favor; motion passed, Mike Schlegel as chairman approved.

Tom Sands nominated Karl Schrade for vice chairman, Charles Lapp seconds the motion. All in favor, motion passed, Karl Schrade as vice chairman approved.

5. Directors Report

a. Transportation Plan

Dave Prunty stated the transportation plan is the same info given to the committee at the last meeting. He stated that last night Jeff Harris updated the planning board on the transportation plan. He notified the committee the consultant is moving ahead with modifying the test and as soon as the plan is received the staff will make sure the changes are sent to this committee. He felt the changes should be received in a couple of weeks.

Dave Prunty stated there didn't seem to be a need to have another joint meeting with the planning board and this committee. After this committee receives the changes, have another meeting for discussion and include Jeff Harris.

Confirmation was made that the entire transportation plan book would be sent to the committee for review. Ryan commented that the difference of the road maintenance work plan and the transportation plan is the maintenance plan does not improve the level of service or traffic flow on a roadway; the maintenance plan is for the right maintenance treatment at the right time.

b. Two Year Work Plan

Ryan Mitchell stated the basic idea behind a pavement preservation plan or two year work plan is that the right treatment on the right road at the right time.

He explained that the plan talks about worst first which is the traditional way of a maintenance plan, but worst first does not focus on the entire network. This plan explains differently as maintaining the best first by preserving the best roadways which would have a lower maintenance cost. He explained the money best spent on roads are the roads that have less maintenance needs.

The goal is to get the maintenance handled and then work down the list of roads by the inventory rating and traffic counts. Ryan recommended the roads be ranked every other year. He comment about the discussion on preservation versus reconstruction and basically not letting the roads fail but preserving them.

He commented about reconstruction on some roads where the road is so far gone the cost is too expensive, these roads need to be left alone.

Karl asked if the worst is last what kind of back log is there going to be. He wanted to know where the money will be coming from. Dave Prunty stated the commissioners are asking for recommendations from this committee, such as the vehicle licensing tax. Mike Schlegel commented that the property tax holders are tired of getting taxed, and the public would be against increased taxes. Dave Hilde stated that currently the county needs to work within the current budget, and how to spend the money the best way. Tom Sands agreed with Mike about not going to the taxpayers.

Mike Schlegel asked Ryan about the roads that are bad and what is to be done when the roads have failed. Ryan replied pretty much do nothing, bring in a pulverizer, shape the road and get the drainage back in shape. He stated he researched several other counties and in Flathead County, the percentage of paved roads for the entire network is the highest in the state. He said that is the problem for Flathead County when it costs approximately \$8,000 a year to maintain a mile of paved road and gravel roads are \$2,000 a year per mile. He stated the plan is to focus on roads that are worth saving.

Ryan the level of service people receive is only what is available; people should realize that costs are rising. Dave Hilde asked if the rating of 5 and up can be saved without having to reconstruct the road. Ryan replied that probably a 5 or lower can't be saved, whereas a 5 or above could be saved.

Karl reiterated the comments from the public about free overlays, and he felt for an overlay to be funded an RSID should be required. Mike Pence asked Karl if he meant that an overlay should not be done unless an RSID is in place. Dave Hilde asked what about the major arterials where more than just the adjacent landowners use these roads, should just the homeowners have to pay or everyone that uses these roads. Tom Sands stated the usage of the road needs to be looked for determination of the overlay. Dave Hilde agreed with Karl that subdivision roads need to be funded through an RSID. Mike Schlegel asked about the townships, such as Somers, Bigfork, Hungry Horse, etc. Dave Hilde replied that the town sites should be maintaining their own roads.

Dave Prunty stated the transportation plan network shows the roads where the main county roads are and what should be maintained by the county, whether the roads are paved or gravel. Discussion was held about utilizing the map in the transportation plan for maintenance of county roads. Dave Hilde stated the committee should look at putting something together for the public to show what the main county roads are and the county feels should be maintained, whereas the others will be maintained by an RSID. Dave Prunty reiterated what Tom said about working within the funds and the level of service on the roads.

Ryan gave an example that if the county paved 10 new miles a year, the increased maintenance would be adding \$80,000 more a year, and the county is not receiving any more taxes for roads.

Dave Hilde moved to take the plan to the commissioners and approved the concept of the plan but the details would need to be worked out. Charles Lapp seconded. Tom Sands and Karl Schrade did not agree with the concept of the best first being maintained. Motion passed four in favor, one opposed.

- c. Criteria for Dead End Road (continued)
- d. Resource Advisory Committee (RAC) Projects for 2010
- e. Engineer for Road Department
- 6. Comments from Committee Members
- 7. Comments from Public (15 Minutes Maximum)
- 8. Adjournment

Karl Schrade made the motion to adjourn, Dave Hilde seconded, all in favor, motion passed. Meeting adjourned at 9:23 pm.